resident workers than jobs. Areas mapped in white are areas where resident workers and jobs are in balance. Exhibit 1-3 shows the Project Corridor and the southern 40 percent of the region in blue and indicates these to be areas where resident workers outnumber jobs. NIPC forecasts this condition to persist through 2020. Therefore, employment for Project Corridor labor must be secured in areas of job surplus located in other parts of the region. Access to these areas of job surplus requires travel outside the Project Corridor.

Areas of job surplus are changing in size and location. NIPC data mapped in Exhibit 1-3 illustrates that before 1970, the Chicago central area was the primary job center for the region. Between 1970 and 1995, job growth shifted from the Chicago central area to O'Hare Airport and its nearby suburbs. By 1995, the O'Hare Airport vicinity had overtaken the Chicago central area as the region's primary job center. Job growth to the year 2020 is forecasted to occur at higher rates at O'Hare Airport and its nearby suburbs than the Chicago central area. This will strengthen the position of the O'Hare vicinity as the region's primary job center (ACG, 2000).

The shift in jobs from the Chicago central area to the job center at O'Hare Airport and its nearby suburbs has created fundamental access problems. Historically, the Chicago central area was the region's primary job center. As such, the region's transportation system developed in a radial pattern to facilitate travel to and from the Chicago central area. This radial pattern provides good access to the Chicago central area. However, suburban job centers do not share the same level of access, particularly from the Project Corridor. Suburban job centers are important employment destinations for Project Corridor labor. A Transportation System Improvement is needed to improve access to these suburban job centers so that the growing population base within the Project Corridor is not subject to excessive travel times for work trips. CATS projects 2020 work trip travel times to increase 32 to 56 percent between the Project Corridor and suburban job centers during the 7-9 am peak under the No-Action scenario. The cost in lost productivity attributable to this increase ranges from $1,626 to $2,269 per commuter per year.

Work trip travel time cost was determined by reviewing the change in travel time between 1996 and 2020 developed by CATS from the southern boundary of the Project Corridor to eight destinations representative of the major suburban job centers for Project Corridor labor. Exhibit 1-4 locates these destination points. The color coded arrows leading from the Project Corridor to each destination correspond to the like color column headings in the table, which list the percent travel time increase between 1996 and 2020.

Productivity cost, defined as the cost of time for one person, was determined by multiplying the change in 1996 and 2020 travel time by $13.76/hour, the average labor hourly rate for a private employee in year 2000 as determined by the Bureau of Labor Statistics. Increased work trip travel times and costs are attributable to a projected 85 percent increase in No-Action Action traffic volume within the Project Corridor combined with constraints of the existing local roadway network including inadequate capacity of north-south routes and a limited number of bridge crossings over the Des Plaines River. A Transportation System Improvement is needed to address these limitations to reduce the time and productivity cost of travel to work.